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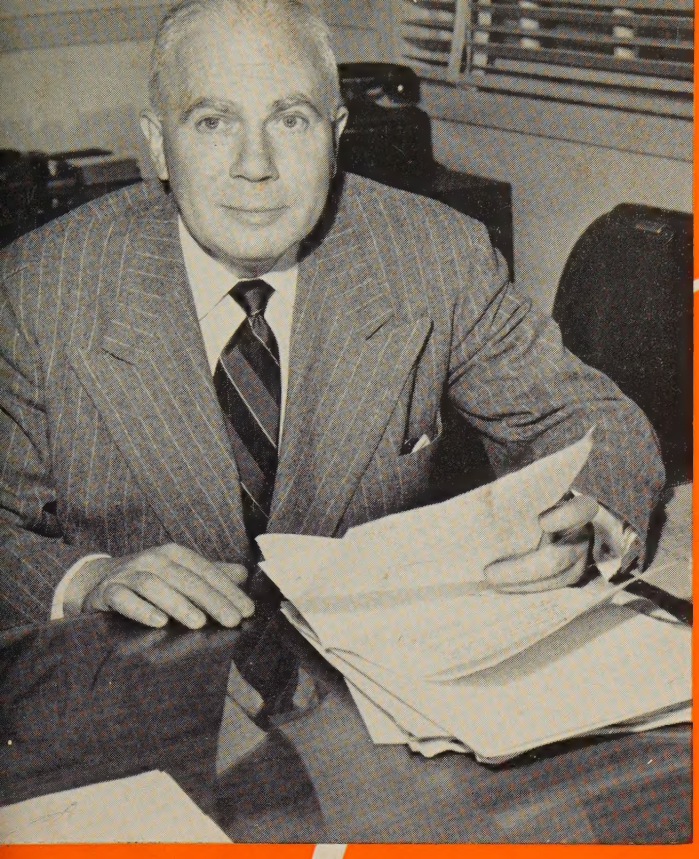

Ray Fox
e Vice-President, National Steel & Shipbuilding Company, Inc.
(See "Shipbuilding's Big Boom!")

NOVEMBER
1950

PAN-AMERICAN *fisherman*

A. B. A. Takes The Stand

—Page 12

Junior Historians

—Page 12

Big Boom!

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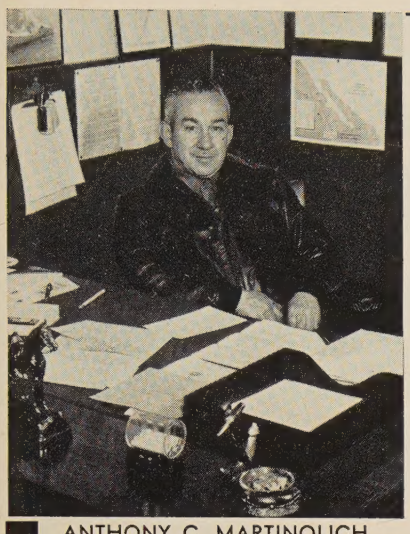

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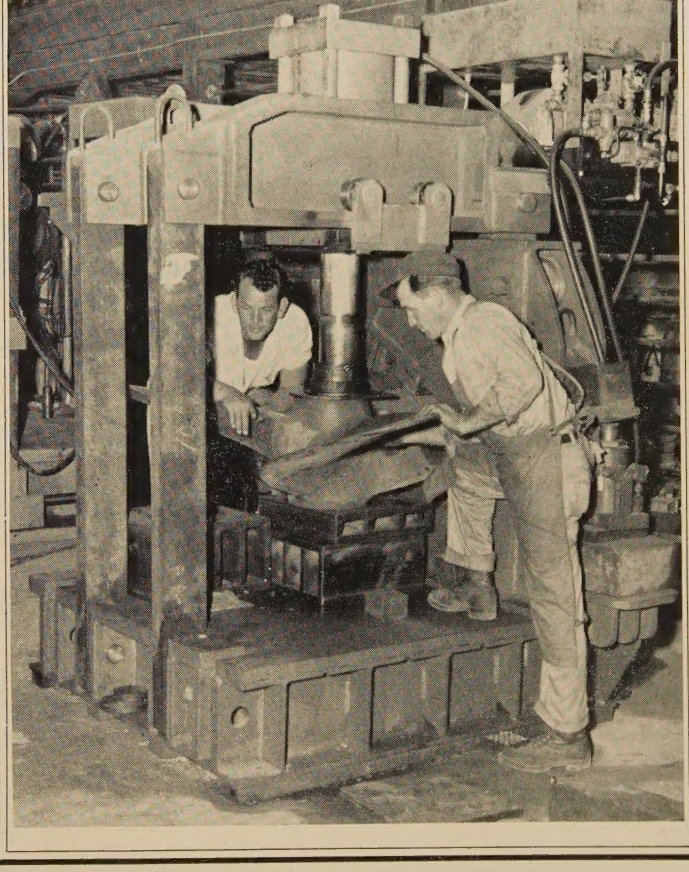

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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES combined with the magazine TUNAfisherman

MAIN OFFICE
205 Broadway Pier Bldg.
San Diego 1, Calif — Phone F-7328

A Journal Published Monthly
Serving the Pan-American Fisheries

A Marine Press Publication

President.....Cosimo A. Cutri
Publisher.....John T. McInnis
Editor-in-Chief.....John Springer
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Volume 5 Number 5

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ABOUT THIS ISSUE:

OUR friend, Carl Tendick, United States Department of Interior, Fish & Wildlife Service, San Pedro, California, recently included us in a little observation on paper entitled *Press Publicity*. It hit us right between the eyes, as it involves an opinion that we have been stressing for some time. Here it is:

"Promotion, publicity, and public relations are terms being heard more and more in the fishery trade. These terms describe activities designed to win and hold the confidence of the public for a company, industry, or its products.

"There is a need and a desire of people in all walks of life to know more about the who, what, why, and where of the fisheries. A relatively inexpensive yet effective means of dveloping interest is through press publicity. Unlike paid advertising, yet sometimes tied in with it, press publicity requires on purchase of space. It is printed because of its reader interest value.

"Success in this field usually results from well planned and executed measures. It requires a constant lookout for events in your plant or business of interest to the public. Such items as new products, new uses, production records, or descriptions of interesting employee or operations frequently have news value. Recipes, good buys on the market, items in plentiful supply, and colorful stories about them all have reader interest value. Food editors are glad to have materials that provide useful and instructional information. Well prepared material of this type can provide a service to the public by enabling them to more fully use and enjoy fishery products. So far as it does, it will develop an interest in fish and create demands for fishery products.

"Firms selling similar products often find it advantageous to get together and sponsor press publicity. An independent representative who can deal with the press and speak for interested parties is usually the best method of group approach.

"Successful publicity does not just happen. Formulate a definite program to build interest in your operations and products. Be fair and accurate in your contributions and you will find that, given a good product and service, your sales will improve with your publicity.

So far as our opinion of the above is concerned, the pages of *Pan-American Fisherman* is ready, as it has been ready since its inception, to open its editorial pages to anyone engaged in the commercial fishing industry. All that is needed is a letter to our editorial department, with the story accompanying it, and, unless it is injurious to someone or someone's business, it will go into print.

•

You'll find another story on *Shipbuilding's Big Boom!* in this issue. Written by Executive Editor, Seymour Francis, it covers National Steel & Shipbuilding, Incorporated, San Diego, California, like a book. National has called to her colors some pretty high-priced talent, and, in the yarn, Francis has not neglected to give a pretty conclusive picture of the entire backgrounds of these men. Hope you will like it.

•

Cosimo A. Cutri, President of *Marine Press Association*, apparently is plenty interested in the younger generation of journalists. Each year for many years, Cutri has given trophies to grade school students who come up with the best essay on Clumbus Day. This year was no exception, and some of the pieces contributed were no less than surprising in construction, continuity and fact. Although perhaps it is somewhat of a deviation from our usual editorial policy in such matters, we couldn't resist printing the First, Second, and Third prize-winning essays, complete with the identification of their writers. You'll recognize the stories as you go through this issue!

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Reykjavik.—Iceland's catch of fish during the second quarter showed a small improvement over the output for the first quarter of 1950, an August 23 American consular report from Reykjavik states. Exports of iced fish and frozen fillets declined seriously. Trawlers salted their catch which increased the output of salt fish. Toward the close of the quarter, the trawlers made sizable catches of rosefish, the bulk of which was delivered to fish meal plants for reduction, and part filleted for export to the United States. A trawler seamens' strike was imminent toward the close of the quarter. With the termination in mid-May of the main demersal fishing off the southwestern coast of Iceland, about 220 vessels prepared for the northern coast herring fisheries, which began during the latter part of June.

The total catch during the first six months was about the same as for the corresponding period of 1949. The total fish catch for the first half of 1950 and the corresponding period of 1949 was as follows:

Year	Demersal Fish 1/	Herring 3/ (Metric tons)	Total
1949 . .	164,044	670	164,712
1950 . .	165,932	172	166,104

1/ Gutted with head on.
2/ Included is 12,758 tons round fish.
3/ Whole fish.

Of the total catch of demersal fish, cod accounted for 77 percent; haddock, 7 percent; catfish, 2.3 percent; and coalfish (Pollock), 2 percent.

About 49 percent of the total catch was salted, partly on board trawlers and partly on shore; 26 percent was delivered to the quick-freezing plants for filleting; 16 percent was delivered in ice; and 8 percent was delivered to fish meal factories for reduction into meal and oil.

The output of frozen fillets decreased during the first half of 1950 whereas the production of salt fish increased substantially. Fish meal production jumped during the second quarter. 1/ The output of the country's major commodities were as follows:

	(Metric tons)	
Frozen Fillets . . .	23,698	15,698
Salt Fish	12,000	40,500
Cod-liver Oil . . .	6,268 1/	5,433

During the second quarter, Icelanders continued encountering difficulties in marketing their fish and fish products. Prices of these commodities, on the whole, failed to show any improvement.

The production of frozen fillets decreased as compared with the output for the first six months of 1949; 15,698 metric tons as against 23,131 tons. The United States accounted for the bulk of Iceland's exports of the 1950 production. There has been very little demand for frozen fillets in Europe. Iceland, confronted with a serious marketing problem, is finding difficulties in disposing of the 1950 fillet output.

Bremerhaven.—The German fish industry witnessed an ever-expanding excess of supply over demand during April-June this year, reports an August 22 American consular dispatch from Bremerhaven. This surplus was attributable both to increased landings and lessened consumption. As a result, prices dropped sharply, large quantities of fish were unsalable, and it became necesary to lay up many of the trawlers. None of these factors was unusual for this season, which is traditionally a slack period in the industry, but in their degree they gave evidence of more than the normal seasonal decline.

Landings for the second quarter of 1950 totalled 77,254 metric tons, compared with 71,121 tons in the preecding three months, and 68,965 tons (not including Kiel) in the second quarter of 1949. The ability of the fleet to land 24,244 more tons (in Bremerhaven, Cumhaven, and Hamburg) in the first half of 1950 than in the first half of 1949 with 8.8 percent fewer voyages is an indication of the effect of the operation of new and more efficient vessels.

Consumption of fish is reported to have fallen from 15.4 pounds per capita to 10 pounds in the first six months of 1949 and 1950, respectively, because of the lower price and greater abundance of other foods.

Although the quantity of fish landed in the three major fishing ports (Bremerhaven, Cushaven, and Hamburg) in the first half of the year increased 21 percent over 1949, the amount received at auction was 36 percent less.

The 1950 herring consumption is anticipated to be 140,000 metric tons as compared with 160,000 tons last year. In order to prevent an oversupply on the market, one-third of the trawler fleet is expected to be diverted from herring to other fish during the herring season. The entire trawler fleet has an estimated capacity of 220,000 tons.

Oslo.—This year's Norwegian catch of brisling (the 1950 brisling season started May 30) has been one of the poorest in the history of that country's canning industry, according to the Norwegian Canners Export Journal. Only 176,000 cases of brisling had been canned up to July 15, compared with 381,000 cases for the same period last year.

During July practically no catches have been reported, and there are small prospects of any improvement later on this year.

The poorest brisling catch the Norwegian canning industry has ever had was in 1919 when the total pack only amounted to 125,000 cases. This year's pack will most probably be the next poorest.

Practically the whole of the 1950 brisling catch has been packed in olive oil.

Fishing of small sild suitable for canning purposes has still continued. Up to July 8, 1950, a total of 276,000 cases of smoked small sild had been packed, compared with 123,000 cases for the same period last year. Practically the whole of this year's pack of small sild has been canned in Norwegian oil.

During the first four months of 1950, total exports of canned fish amounted to 15,538 metric tons, valued at 54.5 million kroner ($7,630,000) compared with 10,940 metric tons, valued at 36.8 million kroner ($7,360,000) for the same period last year.

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Ask for New RPM Motor Oil from your Standard Representative or Fuel and Lubricant Engineer

* "Premium Type" motor oils as designated by the American Petroleum Institute.

STANDARD OIL COMPANY OF CALIFORNIA

PAN-AMERICAN
fisherman
NEWSmagazine of PAN-AMERICAN FISHERIES

EBB 'N FLOW

NOVEMBER
1950

Business, Radio Hi-Jinks

STATE OF THE INDUSTRY

Activity:

Business in the fleet boomed! San Diego's 225-boat tuna fleet, valued at more than 22 million dollars, would be augmented by nearly 20 new vessels before the end of 1951. All but four of the new clippers were being constructed in North Pacific and South Atlantic shipyards because of lower costs due to the proximity of lumber and other materials. A delayed shipment of lumber held up construction at Campbell Machine Co. of a 150-foot tuna clipper for Joe Rogers, but that had been straightened out. The lumber for the boat, a 400-ton vessel, which would require a 16-man crew, was expected this month.

First of the new clippers to join the local fleet from out of town shipyards would be the 121-foot *Countess* launched recently at the Tacoma Boatbuilding Co. Built for Antonio Francisco and associates, the *Countess* was due here from Puget Sound early in November. A survey showed that Tacoma shipyards are working around the clock on tuna clippers for San Diego owners. The Martinac Shipbiulding Co. is building a 118-footer for Jose Correia and son and a vessel of similar length for Andrew Northland. Both will be of wooden construction.

In addition to the *Countess* the Tacoma Boatbuilding Co. had nearing completion a 121-foot wooden craft for Eddie Madruga and Frank Gonsalves, a 121-foot all steel vessel for O. W. Martin and a 96-footer for Vincent Gans. Tacoma's Breskovich shipyard had on the ways three 106-foot wooden craft for Manuel Madruga and Tony Rosa; for John Cardozaz and the third for Frank Perry, Edward Madruga and Manuel Serpa. The Peterson Boatbuilding Co. had two boats for local owners.

At the Avondale Marine Ways in Westwego, La., two steel 121footers were being built for Charles L. Kaufmann and Manuel Luz. Two other vessels were being built at the Pacific Boatbuilding Co. at Tacoma for the French Sardine Co., of Terminal Island, but they would have San Diego skippers who will have a financial interest in the vessels. M. O. Medina, who had two clippers on the ways at the National Steel & Shipbuilding yards at the foot of Twenty-eighth St., reported that he had not yet selected the names for the vessels. Also under consideration are skippers for the clippers, together with their crews of 12 to 14 men each. (See "Shipbuilding's Big Boom!" in this issue.)

Showmen and Sponsor

Phil Bertram (left) and Hap Holliday (right) haul Harold Green, owner of Marlin Inn Hotel, San Diego, California, into spotlight. Occasion: Opening of Bertram and Holliday's new radio feature, "Meet Me At The Marlin."

ON THE AIR

Branching Out:

They had a big crowd, and, for their initial broadcast, the results surprised even them. Entitled *Meet Me At The Marlin*, the weekly broadcast over radio station KSDO, put on by the waterfront's Hap Holliday and Phil Bertram, went over with a bang. It was something out of the ordinary for the two; formerly their shows had been pitched at the fishing fleet; now it was pitched all. (Anyone who, according to Harold Green, sponsor and owner of the Marlin Inn, liked good food and refreshers). It also amounted to another plan by Betty Hackman, publicity director of the hotel, to drum up business, and it looked like it would. This was especially obvious in that the press showed up in force. It included Robert MacDonald, movie critic of the San Diego *Union*, Malcalm Donnelley, Bureau Manager, *United Press Associations*, Albert W. Wiese, Night Editor of the same organization, Neil Morgan, *Tribune-Sun* columnist, and his wife, Carol; Jack Cooper, ace photographer of the *Union*, Seymour Francis, publicity chief, Armstrong-Schram, and reporters from this magazine.

CONCLAVE

Things Afoot:

A special national sales meeting was held last month by Cummins Engine Company, Inc., at its factory in Columbus, Indiana, to discuss plans for selling Cummins Diesels in this period of unprecedented and expanding demand from the industries using lightweight, highspeed Diesel engines in the 50-550

horsepower range. Managers and their assistants from the nine strategically located regional liaison offices throughout the country, export representatives from Cummins Diesel Export Corporation with headquarters at at Columbus, Indiana, and sales department managers at the factory participated in the two-day sessions. P. J. Every, manager of regions, presided.

L. W. Beck, vice-president-sales, listed the recent expansion of manufacturing facilities and pointed to the further increases planned in the immediate future. He mentioned the new Stores Center building to be completed early next year that will add about 92,000 square feet to the factory area and relieve other areas for production activities. When this building is finished and new machinery now on order for increasing manufacturing is delivered, Cummins will have expanded more than $5,000,000.00 and expanded production capacity well over 60 per cent in the last five years, Beck said. He explained that the increased demand for Cummins Diesels is coming from all markets "with the prospects of this level continuing for sometime, so we are getting ready as rapidly as possible to take care of those who are asking for Cummins Diesels in their equipment. The growing popularity of Diesel engines as a replacement of previously accepted power and the increased demand of Cummins Diesels as a portion of Diesels sold were principal considerations in the expansion of our facilities. Despite the business acceleration caused by the Korean War and subsequent rearming requirements, we expect Diesel engine sales in the Cummins horsepower range to continue at a level much higher than that reached at any time since the close of World War II," Mr. Beck pointed out.

Roster:

C. R. Fox, vice president-manufacturing, emphasized the current manpower shortage which has been developing in recent months and discussed briefly additional problems, such as training new machine specialists, that might be created through further expansion activities. K. S. Shaw, supervisor of purchasing for Cummins, outlined to the group the materials procurement and purchasing problems at vendor plants and explained how these extended as far back in the pipeline as raw material suppliers, such as steel, iron, foundry coke, and special alloys. Others taking part in the discussion included: W. N. Westland and H. A. Strohman of New York City; J. W. Post of Washington ,D. C.; W. G. Turner and B. C. Sears of Atlanta, Ga.; M. W. Brooks and J. P. Jung of Cleveland, O.; F. W. Hartmann, C. B. Foster, and R. F. Davis of Chicago, Ill.; L. E. Williams of Denver, Colo.; G. W. Stevens of Fort Worth, Tex.; R. H. Miller of Seattle, Wash.; A. S. Leonard and E. R. Daley of Los Angeles, Calif.; L. E. Carr and J. Del Toro of Cummins Diesel Export Corporation, and H. H. Hall, general service manager; R. D. Hicks, manager-parts sales; C. R. Boll, manager-engine sales; H. P. Sharp, manager of sales development, from the factory at Columbus, and W. D. Horne, Jr., vice president of Needham, Louis & Brorby, Inc., Chicago, agency handling Cummins advertising.

Beauty and the Beasts

Malcolm Donnelley, Bureau Chief, United Press Associations (left), Betty Hackman (center) and Robert MacDonald, motion picture critic of the San Diego, California, *Union* newspaper, discuss an issue of *Pan-American Fisherman*. Labelle Hackman is Publicity & Promotions Director of Marlin Inn Hotel.

APPOINTMENT

Addition:

Wayne M. Waller, formerly manager of the Chicago division of Philip R. Park, Inc., was appointed director of the new Fish Meal, Oil and By-Products Division of the National Fisheries Institute. The appointment was announced by Stanley Letson, chairman of the Fish Meal, Oil and By-Products Committee, at a meeting of the Executive Committee in Chicago last September. The new director will join the Institute staff in Washington this month.

Waller, who has had wide experience in the fields of animal and poultry nutrition, research, sales and promotion of feed concentrates, especially those of fish origin, will direct a program that will help the industry merchandise its products and at the same time promote the proper use of these products. Ralph Holder, of Miller & Bushong, Inc., Rohrerstown, Pa., recently appointed technical consuultant of the Institute, will work with Waller. Fish meal and fish solubles are among the best protein supplements for animal and poultry feeds. Fish oils are used in the manufacture of soaps, paints, inks and lubricants for watches.

PRODIGAL'S RETURN

John R. Manning

The *John R. Manning*, experimental fishing vessel of the U. S. Fish and Wildlife Service, returned to Honolulu last month concluding an eleven week cruise. The *Manning* had been conducting experimental fishing operations in waters of the Phoenix and Line Island Groups in an effort to determine the abundance and availability of tuna to standard West-Coast purse-seine equipment. Unfavorable winds and seas hampered seining efforts of the *Manning* in the Phoenix Islands, but surface trolling gave good catches at McKean, Birnie and Phoenix Islands. In the Line Islands Group it was possible to set the purse seine a number of times in the lee of Christmas Island. The schools of tuna were small, wild and dodged the seine on all sets. A week's trolling at Kingman Reef yielded only a few tuna, in marked contrast to the good catches made there by the *Manning* last April and May. Experience with the purse seine on this and previous cruises to-

(Continued on page 20)

Inspector

Arthur Yeend, Shipyard Superintendent of National Steel & Shipbuilding Company, Incorporated, inspects some types of big timber used in the construction of many of the organization's famous tuna clippers.

Shipbuilding's BIG BOOM!

Booming tuna sales, a war, consolidations and expansions have activated all West Coast shipyards. Here, brought up to date, is National Shipbuilding Co., Inc., story.

By SEYMOUR E. FRANCIS
Executive Editor, *Marine Press Association*

UNTIL a few weeks ago, the idea of great, straight keel beams of Douglas fir lying cheek-by-jowl with ribs of all-steel tuna clippers in National Steel and Shipbuilding Corp.'s sprawling yards would have brought a snort of disbelief from the salt-encrusted patriarchs who follow the fortunes of West Coast shipyards. But that was before the Korean operation; before the booming sales charts of the tuna canneries gave concrete proof that the industry was far from being as anemic as its detractors claimed, and, to be more specific, before tuna-smart M. O. Medina signed an order for two 135-foot all-wood clippers.

M. O.'s gesture had somewhat the effect of a beneficient atom bomb on the activities of the San Diego, California, corporation; which, until then, had concentrated its shipbuilding skills on steel clippers, barges and sundry items that had comparatively minor need of wood. His gesture set off a chain reaction that sent Omar Schmidt flying into the Oregon forests, added to the National payroll; gave notice to those who may have overlooked it that National had ended its "development stage," was on the prowl for business, and in a position to show sharply increased earning power. Until now, most of the earnings have been plowed back into plant improvement and expansion.

In the future, those two Medina vessels may turn out to be a half-million-dollar opening wedge into a new field, but at present they illustrate, better than any other single development of the past year, the aggressive policy of an alert, smartly-operating top management. Further documentation that National has been on course includes these facts:

(1) It has more tuna ships a-building than any other West Coast yard. In addition to M.O.'s two wooden vessels, National is building two steel clippers, the 121-foot *Antoinette B* for the French Sardine group, and a 127-footer for Andrea Castagnola and his two boys, Louis and Joseph.

(2) Acquisition of the use of the Lynch yards gives National a total of seven ways where it can practice its top specialty—ship repair and service.

(3) The Navy Department has awarded National a sizeable (exact figures are classified) contract, which resulted in a night shift.

(4) The firm's steel barge know-how, conceived and brought to maturity during World War II, was further refined by its inclusion in the Navy's program of de-mothballing of vessels required because of the Korean flare-up. Nation's crews took a (classified) number of barges from storage and checked them out as ready for service is almost record time.

(5) The plant has been surveyed by the Munitions Board to determine what it is best equipped to manufacture after "M" (for Mobilization) Day, and has passed the word to National's top brass. In line with this, National's own plans for emergency expansion and operation are so detailed and completed that it can swing into a full 24-hour-a-aday wartime program on the proverbial moment's notice.

(6) The firm's production of shrimp trawlers for Mexican interests has been highly successful. Most of the original orders, totalling some 21, has been delivered. (Three were delivered in October, three more are due off the ways soon). And next February, National expects to begin construction of seven additional craft of shallower construction for the shallower La Reforma waters.

ALL of which items add validity and substance to the judgment of an Oakland security house which, after a recent analysis in connection with the sale of stock, said:

"We believe the company now has the capacity, management, the back log in orders and the prospects for increasing business, whether production stays largely on peacetime activities or, of necessity, swings sharply to the armament material."

National's present eminence in the field has not been without industrial *chubascos*. No longer than last year, un-

settled conditions in the tuna industry were reflected in the firm's balance sheet. Over-production and other factors held ships in port for long periods of time. The general downward trend, which hit practically all lines in the first half of 1949, brought suspension of ship construction during the balance of the year, a situation which was reversed in 1950 as canned tuna sales began soaring under impetus of strong advertising programs, and as fleet interests began replacing the many clippers lost at sea. Reporting on these events and other developments of the year 1949 President C. Arnholt Smith, added:

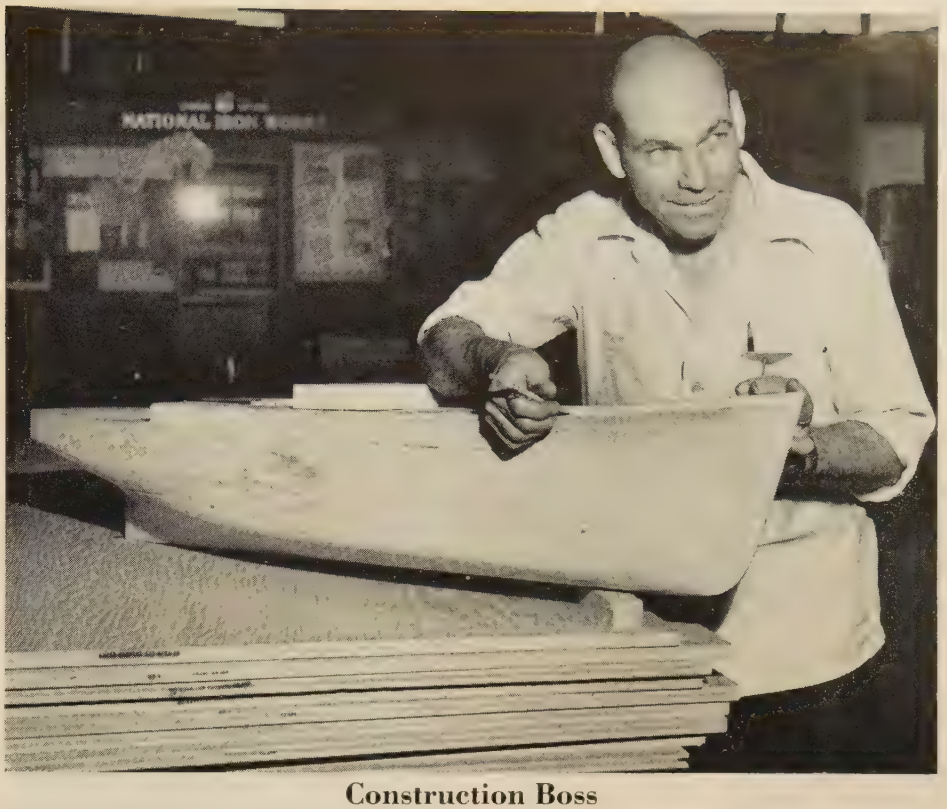
"Future losses at sea and obsolescence among the fishing fleet will continue to provide replacement orders in the years ahead."

There seems little doubt that in taking this conservatively optimistic stand, Smith also had in mind the probable effects of actions taken to strengthen the brains department, through acquisition of a new executive vice president and other key men, and streamlining of National's table of organization. Smith, who has been a big wheel in San Diego's business, civic and political machinery for slightly better than three decades, dropped the title and duties of general manager but added those of treasurer to his already-held presidency.

Ray Fox, for many years with General Motors Acceptance Corporation and the Moran Towing and Transportation Company of New York City, came into the firm as executive vice president and member of the Board of Directors. Fox, loaned to Moran by GMAC, eventually became executive "veep" for Moran, which is known far beyond the shores of New York Harbor as the nation's—if not the world's—largest tugboat and barge fleet operator.

ALFRED L. Brosio, a key figure at National during the nerve-stretching days of World War II, was designated general manager and member of the Board of Directors in recognition of his accomplishments as assistant general manager. At the end of the war, Brosio left the job of plant manager for National, and set up his own industrial and civil engineering office. He came back to National in 1947, as treasurer. Later he was elected vice president and named general manager. On the actual production lines, two men are at the tops of their respective heaps—George Dew, as shipyard manager, and Otto Tatus as structural manager, a money-making phase of National's set-up which, however, has little part of this article.

Dew, an exponent of the "clean desk," or efficiency-through-delegation-of-responsibility business philosophy, has been with the firm for four years. Quiet-spoken, and with little evidence of the strain of two decades of industrial production harassments, Dew has the details of both new construction and repair and service down so pat that he needs only a minor memory jog to reel off details of either operation. Dew joined National as assistant to the general manager back in 1946, to head the liaison and customer service department of the shipyard division. A perfectionist, he brought time and money-saving production ideas from Consolidated-Vultee and Ryan Aeronautical; he was for seven years chief inspector at Ryan.



Construction Boss

Omar Schmidt, construction supervisor of the forthcoming big Medina boats. Schmidt formerly was an executive at the old Lynch shipyards.

Arthur Yeend, who, as a carpenter's helper in Sausalito, worked on the *Greyhound* for the Medina boys many years ago, joined up with National the first of the year as shipyard superintendent. Primarily a machinist, despite his early experience as a carpenter, Yeend was associated with the Youngs of Hawaii and with Crowley of San Francisco for many years and is an invaluable asset to National's repair and service setup because he is recognized as an expert on machinery and machinery repair.

Omar Schmidt, who flew to Oregon to select the keel, shaft, stern and rim logs as well as the other timber required for M. O. Medina's brace of wooden craft, formerly was with Lynch, and went to National as shipyard superintendent. Now, he is superintendent of construction on the Medina boats, a job that probably will keep him more active than somewhat for at least the next year.

PAUL Preston, a costs-cutting magician, shaved figures on those Mexican shrimpers some 40 per cent by setting up an assembly line where mass production practices can be put to use. New steel ship construction superintendent, Preston has been with National four years, adding a thorough grounding in naval architecture and wartime production experience with Calship to the yard's assets.

These, then, are the men who make up the solid core of ability about which the yard revolves. They are production-smart, aggressive, alert. Men who have pride in themselves, their men, their yard and their products. They are, in short, fit descendants of those who, back at the turn of the century, saw a need for an iron-fabricating plant in San Diego and had the guts to carry through their plans.

The corporation got its start in 1905, as the California Iron Works. Established by Fred K. Wood, and Marion O. Harvey, it had rented quarters on Seventh Avenue, in San Diego. The next year it built a larger plant at Eleventh and Imperial Avenues. By 1917, a controlling interest already had been sold to the Baker Iron Works of Los Angeles, and another expansion was in the making. The plant, this time, was relocated

(*Continued on next page*)

Veep

Ray Fox, Executive Vice-President of National Steel & Shipbuilding Company, Incorporated.

on the edge of the Bay at Seventh Avenue. During the first World War, J. C. Ort, one-time general manager of California Iron Works, bought out the Baker interests here and merged it with his own plant, the Ort Iron Works. Then followed a series of changes in ownership until 1935, when C. Arnholt Smith, who began his San Diego business career in 1920, gathered his family and a few associates about him, pointed out the possibilities of the company, and purchased control of the firm.

One thing was untouched in the reorganizational period that followed — the firm's insistance on quality and fine craftsmanship in whatever it produced. As one example, it is evident today in the care with which weld burrs are removed from the steel clipper hulls, a practice somewhat comparable to that of the seamstress who insists on finishing the inside hems perfectly, even though she knows few people will see them.

During the era after Smith entered the picture, methods and equipment were altered to meet demands of a more competitive market. During the expansion phases the plant again outgrew its pants, and the present site on Harbor Drive was acquired in 1944. The name was changed from National Iron Works, which had been bestowed by Ort, to National Steel and Shipbuilding Corporation, a designation that more accurately described the plant's activities.

UNTIL 1944, the firm had been involved largely in structural steel fabrication, erection of steel buildings, general foundry work and manufacture of the Ingle oil-burning range for ships. There had been some work with ships, but it wasn't until the second world war that the firm went whole hog on watercraft. The plant reconverted entirely for war production, and in the next few years designed, and built more than 100 welded steel reefer barges, which were used for food storage in the South Pacific.

In addition, the plant erected steel assembly plants for various local aircraft manufacturers, built 60-ton floating cranes for the Army Transportation Corps, made some special versions of the Ingle stove for the Navy and spewed out hundreds of steel refrigerated boxes and a vast assortment of other military gear.

The company got the Army-Navy E, plus a star for continued effort, and when peace finally made its nervous

Spit & Polish

The rangy *Mauritania* undergoes a refurbishing job at National.

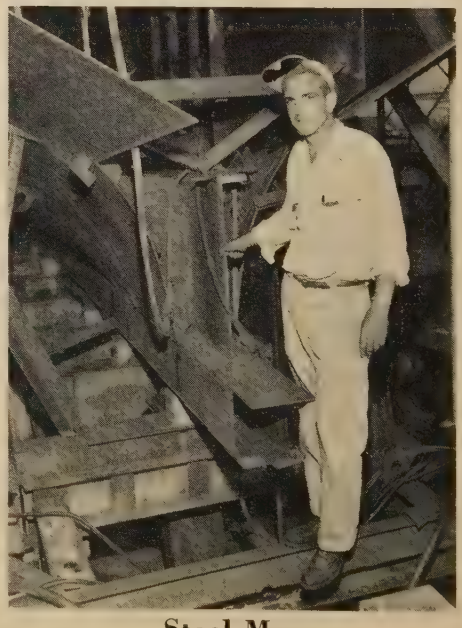
entrance faced up to the problems of reconversion with a New Products Research Committee that analyzed 115 different articles as to potential demand in Southern California. To the surprise of no one in particular, the product that stood out was welded-steel tuna clippers, a "natural" as far as National was concerned, for it had developed skills during the war that could be used to good advantage in such peacetime operation.

And so National entered the field with both feet planted on a solid foundation of experience, reputation and ability. Since then, of course, clippers and trawlers have come down the ways in a never ending, although sometimes interrupted, stream. The latest products are the Medina boats, and those two all-steel clippers. In addition, the plant is bidding on some LSM jobs for the Navy—not building them, but doing an overhaul and service job. Medina's boats, both 135 feet by 31 by 15, will be powered with DMG 38's turning up 850 HP with a 2-to-1 reduction gear. Both will have two 105KW Murphy generator sets and Kohlenberger refrigeration. They will carry crews of 12 to 14 men. Because it illustrates the care with which National approaches any job, the story of Omar Schmidt's trip north for timbers illustrates the care with which National approaches a job. Schmidt, who has been a figure in Coast yards for better than a quarter century, was flown to Oregon in National's plane to select, personally, the finest Douglas fir obtainable for the two craft. He carried his assignment into the Oregon woods where he saw, judged and selected the big timbers, arranged for felling of the trees, made sure of transportation, and, in effect, slept with those beams until they got into the National yard. For some reason, which I hope a seafarin' man will explain to me some day, there's a different feeling about a wooden clipper, for wood seems more personal than steel. These heart-beams seem to have personalities of their own. They're timbers of beauty, huge, straight and close-grained. The hand saw sings and growls and slows and stops as the blade labors and heats up from the effort of biting into the shaft log.

They'll be *good* ships.

AND so will those two steel clippers. The *Antoinette B* is 121 feet, with 27 foot beam and 13 foot draft, powered with an Enterprise model 638 and with Murphy auxiliary engines and Kohlenberger ice machines. Capacity

(*Continued on page 17*)



Steel Man

Paul Preston, costs-cutter de-luxe, puts the appraisal on a newly-finished welding job.

Columbus' Junior Historians

(Columbus Day is a day of great significance, apparently, to the kids at Washington and Cabrillo Schools in San Diego, California. Each year, for the past eleven years, Mrs. Cosimo Cutri, President, Cutri Insurance Agency, San Diego, has sponsored a Columbus Day essay contest, the winners becoming owners of impressive trophies. Interest has always been keen in the Fifth Grade classes, specifically. This year, the First Prize winner was Adelaide Maugeri, daughter of Stephano Maugeri, of the *Marie Adelaide*. Second Prize and Third Prize winners were Helen Toothaker and Carol Ann Green, rspectively. Their essays are herewith printed.)

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COLUMBUS' VOYAGE

HA, Ha, Ha," cried the men on the waterfront. Yes, they laughed at me but I didn't pay any attention to them. They thought that if they would sail straight out over the ocean, they would soon meet an edge of the world, and drop down to some big monsters who would eat them. But I thought the world was round, and when I told them they just laughed at me. "But I'll prove it some day!" Those were the words I said to myself over and over.

Yes, you have guessed who I am. My name is Christopher Columbus. I was born in Genoa, Italy in the year 1446. My parents were both Italian. My father and I would go down to the waterfront very often when I was a little boy; and I went alone many times to dream. That's how I grew to love the ocean and the sea. I saw big ships and little ships come from near and far. I said, "Some day I'll be on one of those ships." As time passed I learned how to make maps and charts showing the shape of the world as I thought it was. I also learned the trades of sailors to whom I would talk.

When I grew older I decided that I would try to find a new route to India so I went out to find some ships and men. First I went to the King of Italy; but he didn't want to give me ships, because he said it was a waste of money. I didn't give up. Next I went to Spain, France, and finally to England and Portugal—always getting "No" for an answer, and being laughed at. The second trip to Spain gave me the Santa Maria, Pinta, and the Nina. They also gave me men out of prison for a crew. We started across an ocean which we had never sailed before—in three small make-shift boats. October 12, 1942 we saw land. This land was later known as America, but I thought I had come to India. Not until after my death did people realize what had happened. Yes, I had found a new world.

TIME went by fast. Later we went back to Spain, where I died in 1506. I was buried in Santa Domingo. Today you can see my grave here. Many people have visited my statue and grave. I hope you'll come some day. Countries, cities, schools, and rivers have been named after me. Sometimes I feel happy when I think of the great new world I found. Then I often wish that I could help boys and girls who live 444 years after me in 1950. I imagine the best I can do is tell you to follow my example: keep trying, be ready to learn, never quit, be fair, be brave, don't mind people who say you are foolish, or people who laugh at your thoughts and dreams. Yes, it takes all this to make a great man.

—Adelaide Maugeri
Washington School
Sept. 27, 1950.

COLUMBUS

COLUMBUS was born in Genoa in 1451. When he was young he liked to study geography, go down on the docks and watch the ships, and read Marco Polo's books.

His father was a woolcomber. At fourteen Columbus went out as a sailor. He was an excellent map maker, loved to travel and loved the sea. He married in Portugal to a girl named Felipa Perestrello, whose relatives were navigators. This helped him to learn more about the sea and his sailing. He later had a son named Diego. He and Diego went on many voyages together.

After reading many books he accepted the great idea that the world was round. But the people doubted him and

(*Continued on page 18*)

Pleased

Cosimo A. Cutri, President, Cutri Insurance Agency, San Diego, California, (left in background), Grace E. Finley, Principal Cabrillo Elementary School, and Wayne Fry, Principal of Washington Elementary School, pose with contest winners Adelaide Maugeri, Helen Toothaker, and Carol Ann Green. Trophies were sailing ship mounted on cream-colored plastic.

A. B. A. Takes the Stand

Participant

Charles E. Jackson, General Manager, National Fisheries Institute, Wash., D. C.

(The 1949-1950 report of the Committee on Fisheries and Territorial Waters, Section of International and Comparative Law, American Bar Association, had a few things to say last month. Composed of Eugene D. Bennett, Joseph Walter Bingham, William W. Bishop, Jr., Charles Jackson, John A. Perkins and Chairman Edward W. Allen, the Committee's thinking is herewith printed. It hits the mark like an arrow).

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THE subject of territorial waters has aroused increased attention during recent years, in part due to our Federal Government's assertions of power with reference to continental shelf oil rights as well as to the greater appreciation of the importance of fisheries in the world's demand for food. The Supreme Court litigation over underseas oil rights off California, Texas, and Louisiana, the British-Norwegian case pending before the International Court of Justice, the Mexican seizures of American shrimp-fishing boats in the Gulf of Mexico, and the controversy between the United States and the Soviet Union over the alleged shooting down of an American plane over the Baltic, have all attracted attention to problems involving the extent to which a nation may exercise its authority over areas of the sea off its shores.

It may be noted that within the last year, Honduras has joined the Latin-American Republics (Mexico, Argentina, Chile, Peru, Nicaragua and Costa Rica) which have successively declared varying degrees of control and sovereignty over areas of the high seas off their shores. El Salvador is reported to be taking similar action. Authority and jurisdiction over the seabed and subsoil under the high seas contiguous to territorial waters have recently been declared by the various countries bordering on the Persian Gulf, as well as by The Bahamas and Jamaica. These declarations appear to avoid the possible conflicts with existing fishing operations of foreign ships in high seas areas, which may result under the more sweeping claims asserted by some of the Latin-American nations. Insofar as the latter (particularly Chile, Peru, Costa Rica and Honduras) appear to claim exclusive jurisdiction over all fisheries activities on the high seas within two hundred miles of their coasts, there may be need to point again to the difference between such assertions and the Coastal Fisheries Proclamation of 1945 which recognized that established fishing activity was a proper basis for such jurisdiction as well as proximity. This proclamation announced that only where similar safeguards were accorded to American fisheries developed off other nations' shores, would the latters' right to exercise control be recognized.

IN view of the extensive tuna and other fisheries built up by American vessels in the high seas areas off these countries to the south, this may be likely to become a matter soon calling for practical cooperation through international agreements between the countries concerned for the conservation and optimum utilization of the fisheries involved, rather than for barren assertions of exclusive jurisdiction over such fisheries, whether based by them upon contiguity or by us upon the nationality of those who over the years have established an important fishing industry. Our Fisheries Division of the Department of State is to be congratulated on the tuna treaties already achieved with Mexico and Costa Rica, and the fashion in which the latter treaty has recently been implemented through the appointment of the commission provided for therein, with a remarkably capable membership. It may be hoped that the Commission under these treaties, and others to be concluded in the future, will in their respective areas be able to accomplish the same kind of job as has been done by the United States and Canada with the Pacific Coast halibut and the sockeye salmon of the Fraser River system.

Whether or not one agrees with the philosophy of the United States Supreme Court, there can be little question but that in fact the court has aggressively supported the doctrine of Federal domination as against states' rights in the control of waters outside low-water mark. (*United States v. California*, 332 U.S. 19; *Toomer v. Witsell*, 334 U.S. 385; *Takahashi v. Fish & Game Commission*, 334 U.S. 410; *United States v. Louisiana*, 70 S.Ct. 914, *United States v. Texas*, 70 S.Ct. 918.) If, as these decisions indicate, it is the function of the Federal Government to exercise jurisdiction in territorial waters in the interest of national security, it would seem essential that sound national policies in this field should be evolved. It is also necessary that the fisheries policy expressed in the Coastal Fisheries Proclamation of September 28, 1945, should continue to be carried out in practice, and given effect in various areas through such legislation or executive action, and the conclusion of additional international agreements, as may be appropriate. Responsibility in these respects lies primarily in the Department of State and the Department of the Interior. Successful work has been done and is being continued by the Fishery Division of the Department of State on bilateral and multilateral fishery treaties in both the Atlantic and the Pacific. However, formulation of a more general Governmental program and greater efforts to keep the

interested public informed of fundamental Government policies, if there are any, would be most welcome. Five years after the Continental Shelf and Coastal Fisheries Proclamations of 1945, those concerned with these offshore underseas resources and with fisheries may well ask to know more fully the intentions of this Government as to the future practical expressions of the policies announced in those Proclamations.

THERE is a strong feeling of disappointment, particularly on the Pacific Coast, over the apparent reluctance of this Government to decide upon, or at least make known, its policy for dealing with the Japanese fishery situation. The course of events in the Far East, the recent action by the Fisheries Committee of the House of Councillors of the Japanese Diet in proposing a fishery treaty, and the public demand of the Canadian Minister of Fisheries that fisheries of the American Continent be affirmatively protected whenever a peace

treaty is concluded with Japan, all reemphasize the importance and urgency of our Government coming out in the open as soon as possible with an affirmative and far-sighted American policy for the problems of Pacific fisheries. The American public has a right to be consulted in the establishment of policies of this character before commitments are made by any Government Department, even the Department of State.

FINALLY, it may be urged that the Senate should take action to give its advice and consent to ratification of the Great Lakes Fisheries Convention between the United States and Canada, which was signed in 1946 and has lain before the Senate for more than four years. The perilous position of the Great Lakes fisheries in view of the inroads made by the sea lamprey make all the more urgent this step to put into effect this agreement which was negotiated at the requests of the states concerned and which has the strong support of a great majority of the states bordering on the Great Lakes. At the present time, it does not appear necessary to submit any resolutions dealing with these matters.

San Diego Observer

By SEYMOUR FRANCIS

WHEN they do something in Texas, you can bet it's always big and different. From Galveston, the shrimp fisheries of Texas have announced the formation of the Texas Shrimp Association. The following officers were elected; President—Mr. John A. Mehos, Liberty Fish & Oyster Company, Galveston, Texas; 1st Vice President, Mr. J. R. Clegg, J. R. Clegg Shrimp Company, Port Lavaca, Texas; 2nd Vice President, Mr. N. F. Jackson, Jackson Seafood Company, Rockport, Texas; 3rd Vice President, Mr. W. E. Kenon, Kenon Seafood Company, Brownsville, Texas; and Secretary-Treasurer, Mr. John J. Faubion, First State Bank, Port Lavaca, Tex.

Here's the story as it was given to us by Mr. John A. Mehos, president of the newly formed association.

"For many years the shrimp fisheries of Texas and other states have expressed a desire for the formation of a committee or an association. Some type of organization is essential in view of the ever increasing production problems and consumption of shrimp. The Texas Shrimp Association will not only give opportunity for the various members to meet and discuss problems of mutual interest, but will go even a step farther. It will set up:

(1) Quality Control Committees, made up of selected technicians and men from the ranks of the association, whose job it will be to set up rules and regulations for the members of our association to follow in processing shrimp, from the boat level to the packing and freezing plant. This assures the buyers of shrimp that Texas shrimp is produced under strict supervision and the quality controlled throughout.

(2) Publicity and Advertising to acquaint the buyer of shrimp with the advantages of purchasing Blue Ribbon Quality Texas Shrimp. To assist the fish industry in general and especially the shrimp fisheries of Texas by increasing the annual consumption of shrimp through the media of advertising.

(3) Conservation is another important phase in the work of the association. In this respect the U.S. Fish and Wildlife Service has already volunteered assistance.

We are fortunate in receiving the excellent cooperation of the National Fisheries Institute, the National Association of Refrigerated Warehouses, the Refrigeration Research Foundation, and the expert counsel of such men as Karl Enwoldsen, Larry Strassburger, Texas University Professor O. B. Williams and many others.

It has been very gratifying to observe the excellent spirit of cooperation that exists between the members. Since this is a voluntary program, it is a tribute to free enterprise that all but a very small number have already signed up. The association will have no jurisdiction whatever over matters related to the price of shrimp, and the officers or other committees or members are not authorized or empowered in any way to represent the association in such matters.

We of the Texas Shrimp Association have taken an ambitious step. But we know that we will succeed, if the enthusiasm of the members is any criterion. The American public will soon be enjoying a uniform Blue Ribbon Quality of Texas shrimp."

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INCIDENTALLY, marine radiophone to be operated in conjunction with shore-based radar for safety of ships entering or departing from Los Angeles harbor will be available within 75 days following award late last month of the contract for installation of equipment costing $8,788 to the General Electric Co., by the board of harbor commissioners. Necessary licenses and permits were received by E. C. Earle, harbor engineer, from the Federal Communications Commission, paving the way for authorization of the work by the commission. The equipment will be installed on nine harbor boats, according to Earle.

Pan-Americ

Myrtle "L"

Harold Martin of *Myrtle "L,"* holding his 66-lb. yellowtail. The beauty was caught off Guadalupe.

BALBOA

The *Balboa*, 65-foot tuna boat, is getting a new skipper. He is Ed Forbes, and a very capable man. Leaving the *Balboa* to skipper the *Mary Jean*, formerly the *North America*, is W. R. Fair, who has 13 years as fisherman under his belt. Good luck, El Capitans!

GULF STAR

Charlie Kaufmann, former skipper of the *Scarlet Queen*, will soon have his own boat to pilot. Avondale Marine Ways is building the new craft, and it is expected to be finished around January 15th. The new clipper will carry the name, *Gulf Star*. Kaufmann and family will move to Louisiana, where Avondale Marine Ways are located, for the completion of the 122-foot clipper.

SARATOGA

Soon to be sliding down the ways of the Tacoma Boatbuilding Co. is Manuel Luz's contribution to the fleet, the 120-ton tuna clipper, *Saratoga*. Equipped with an 800-horsepower diesel, the newcomer will more than likely take her place among the best of ships her own size. Mr. Luz, crewmember aboard the *Paramount*, will skipper the vessel himself.

WEST POINT

Carl Hanken, part-owner and operator of the 260-ton *West Point*, tied up along the Broadway Pier, said the weather was extremely bad on his return trip from the tuna banks. The 112-foot vessel has a crew of 13 men. Hanken, an old hand in the fishing industry is little

United Victory

Skipper, Johnny Robelo (left), standing with Leonard "Doc" Bonham (right) of Bay City Pharmacy, on the bridge of the *United Victory*, tied up at the "B" street pier last month.

disturbed at the prospect of bad weather, or other incumbrances, having so far devoted 20 years of his life to fishing.

MYRTLE "L"

Among the *Myrtle "L"'s* four-man crew is 19-year-old Harold Martin, a recent graduate of Grossmont Union High School in La Mesa, California. He has been fishing since he was 13, and during that time has had plenty of experience in handling game fish. Just off Guadalupe Island however, he ran into not a little excitement; namely a 66-pound yellow tail, which he had snagged on a hand-line. Martin finally brought the fish aboard, but not until his hands has been badly cut in the process. The *Myrtle "L"* is a 48-foot bait boat.

CORONADO

The 196-ton *Coronado* was towed into San Diego this month, after she burned out a thrust bearing near Abreojos Point, about four hundred and fifty miles south of here. The 103-foot vessel is skippered by Vito Zottolo.

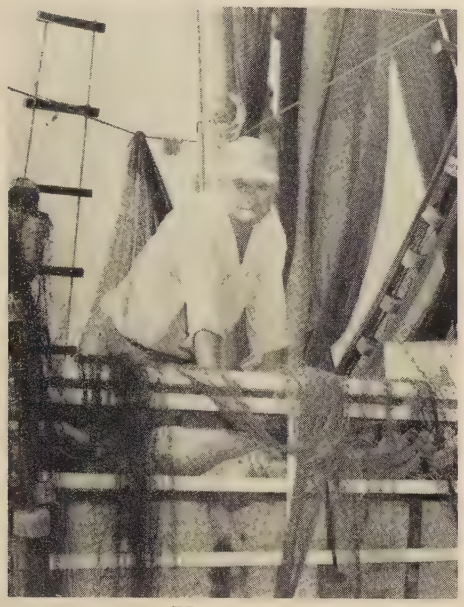
CAPE SAN VINCENT

Another new addition to the fishing fleet, is the *Cape San Vincent*, a new boat which was launched on October 14, 1950, at the Tacoma Boatbuilding Company, Tacoma Washington. It is a 91-foot clipper, and will be skippered

United Victory

Skipper and crew on the deck of 250-ton *United Victory*. Left to right, (foreground) Joe Qualin, Antonio Gonsalves, August Robelo, JohnnieBrenha, Joe Rodrigues, Manuel Ferrera, Lyle Wiley, Frank Feinete, John Robelo, skipper; and Manuel Teixeira. In background: (left) Tommy Gresham, Steve C. Chance and B. D. Hamlin.

Greets the Fleet!



Venetian

Skipper Paul Zuanich standing on deck of his 60 ton tuna boat, the *Venetian*.

by Vincent Gans, who was formerly the skipper of the *South Seas*. Happy birthday, *Cape San Vincent!*

JOANNE MARIE

Vernon Be Shear, chief engineer aboard the *Joanne Marie*, and veteran fisherman, keeps the engines in the 55-foot fishing craft spinning like a top. Be Shear said he ran into a little trouble though, when the starboard bow spot light went on the fritz and he tried to repair it. After finally getting it in working order Be Shear commented that he would be glad to be at sea again. The boat was tied up along San Diego's embarcadero previous to her last trip to the fishing grounds.

WATERFRONT

While walking along San Diego's waterfront, which was cluttered with fishing boats, and somewhat resembling a pond of ducks waiting to be fed, we came upon a group of men sitting on the sun drenched dock beside the *Pacific Queen*. They talked of their trade and the current cannery strike. Among the group was Louis Massa, Tommy Carniglia, skipper of the *Pacific Queen*, Paul Zuanich, skipper of the *Venetian*. Some of the men were waiting for their boats to be unloaded, some doing repair work, or drying nets, and still others were scurring around getting their ships ready for a return trip to sea.

WESTERN CLIPPER

The *Western Clipper*, 86-foot purse seiner, fishing out of San Pedro, and loaded with sardines, crashed onto the rocks off Point Fermin last month. The vessel carries twelve men. All hands abandoned ship, and no one was injured.

VIRGINIA R

Wow, what a boner! Don't know how it happened, but last month we said in this section that the *Virginia R* was built by National Steel, San Diego, California. Wasn't true, of course, and Arne Strom, President of Tacoma Boatbuilding Company, Tacoma, Washington, lost no time in calling us for it. The beautiful clipper was built by Arne's organization, and we hereby make acknowledgment of a bad error. Hope it doesn't happen again; those things can cause a cut in salary!

LA BELLE

Fish, fish, and more fish. Archie White, skipper and owner of the 60-ton *La Belle*, claims there is more fish this season than he's seen in a long time, especially skip-jack. Archie has eight crew members to back him up.

SUN HAWK

George Alameda, skipper of the 130-ton *Sun Hawk* has done it again. Recently the boat came in with a big load in 11 days. They are now on their way in with a full load this time in 12 days. Alameda's ship carries 11 crew men, and, from the looks of things, I'd say they are real fishermen. They fish for Westgate-Sun Harbor.

Sea Giant

Vince Crisci (left) pays a visit to crew members Tony Tarantino and Salvatore Mussomeli, of the *Sea Giant*. Skipper of the craft is Marco Collini.

Santa Teresa

Entered embarcadero October 13th, from Mexico. The boat is owned by Marine Products, Inc., and skippered by Oscar Carillo.

Press-O-Grams

With HAP HOLLIDAY and PHIL BERTRAM

Holliday

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The Federal Communications Commission has proposed an additional radio channel for San Pedro harbor and the first frequency assignment for a similar channel at San Diego harbor. The National Federation of American Shipping, Canners and Boat Associations hail the proposal as a significant step in relieving congestion and other deplorable conditions existing on present marine radio telephone circuits. The F.C.C. proposal came in the form of a sweeping program to expand and modernize ship to shore communication at almost every American port.

The F.C.C. has set hearings for its proposal for Oct. 6th in Washington. One channel KOU, is in operation in San Pedro, but none is in existance here in San Diego, the tuna capital of the world, and where at least 75% of the radio calls are either placed or received.

This relief has long been needed and it is only going to come about through the efforts and help of everyone concerned, including our radio listeners. We ask you to drop us a card or a letter as quickly as possible to Hap and Phil, *Pan-American Fisherman*, telling of any difficulties, long waits or bad connections you or anyone else you may know has experienced in the past. The more honest and legitimate complaints we receive, the better chance San Diego will have of obtaining its own marine telephone service, which we so direly need. Please let us hear from you immediately if you or anyone you know can state reasons why San Diego should have a radio marine service.

As of Sept. 11 Peoples Packing Co. is out of business. Peoples was officially taken over by West Coast Packing Co. Sign painters during that week were busy changing all visible means of identification. . . . Jack and Muggsie Medina returned a while back from a twelve-day visit to Mexico City and Tasco. They tell many an interesting tale about their trip and they are certainly lavish in their praise about the Pan-American Airways service. One of the local agents, Tony Correia, happened to be in Mexico City the night they arrived. He took them in tow for their first evening and escorted them to the high spots of the city.

One of Jack Dowdle's Swift Air Service top pilots successfully delivered six hundred pounds of parts to Jimmy Nunas marine *Greyhound* in Mag Bay. In no time at all the repairs were made and the boat was on its way back to the fishing banks. . . . The sardine season from what we hear, is going full blast but will complicate matters regarding the unloading of tuna vessels if the current cannery workers strike is not settled. Most canners in the San Pedro area are unable to unload any tuna clippers because of the heavy sardine run. At the present time there are approximately 45 vessels in the San Diego area waiting to be unloaded. Van Camp Sea Food Co. however is the only cannery unloading their boats. . . . Louis De Falco announced that construction will start on the new Point Loma super market to be located at Lowell and Rosecrans within twenty days.

The pre-Christmas dance held at the S.E.S. hall and sponsored by the Point Loma Business Association was truly a huge success. Every one turned out in full force as usual and we are sure every one experienced an enjoyable evening. Besides good music and dancing many worthwhile prizes were given away and in one instance a smooth headed man won a permanent wave from one of the local beauty shops. The grand prize was something different for a change. A real live turkey was marched out on the stage all done up in ribbons, which was a surprise to the audience.

Dennis Oliver, whom you all know, had the good fortune of winning two prizes. Speaking of Dennis reminds us that he has four cute little pups that he would like to give away. If you folks know of any one who would like a good mascot aboard their fishing boat, have them contact Dennis Oliver at Franco's bakery and he will be very happy to fulfill the request. . . . Alan Ladd, famed motion picture star, has taken up deep sea sport fishing as his number one hobby. His first time out he snagged a thirty-three pound albacore. A pretty good start for Alan and this size albacore is far above average even for commercial fishermen. . . . Before ending our *Press-o-grams* for this month we would like to take this opportunity to thank our many friends who gave us such wonderful support at the opening of our new audience participation radio show broadcast from the Marlin Inn Oct. 11th. We will be there every Wednesday at the same time and you are invited to come over and join the fun. While we are on the subject of the Marlin Inn, manager Hal Green celebrated his birthday October 14th.

If you folks in Point Loma are having trouble keeping your eyes open don't blame it on the sun, it is only Hal's blazing red shirt which he received as a birthday gift. Incidentally Hal Green is going to succeed Matt Monise as president of the Point Loma Kiwanis club. We certainly wish Hal the best of luck in this new undertaking.

Bertram

BIG BOOM!

(*Continued from page 10*)
will be 260 tons. The Castagnola clipper is a 127-foot job, with 30 foot beam, powered with DMG 800-HP engines and two Murphy 133KW generator sets. With slightly under 300-ton capacity, it probably will have Baker refrigeration.

Perhaps one of National's most satisfactory divisions is ship repair and service, which is a continuous activity at times, National is working on as many as 25 or 30 boats at once—checking power plants, radio, refrigeration gear and repairing weather damage to paint and rigging. Addition of the Lynch facilities to those of National gives the outfit seven ways on which to work, a capacity that has been underworked in recent weeks because of the cannery strike. Need to keep cargoes frozen has prevented pulling any of the boats from the harbor, although some minor work has been accomplished on some of the vessels at the docks. National's largest marine railway combines a 140-moving carriage with 340 feet of extension rails, on which three 1,200-ton clippers can be handled at one time. The other four ways are available for smaller craft.

The repair and service operation is almost a backbone operation, for it's a continuous one as clippers return voyage after voyage after voyage, for the necessary maintenance and check-ups. In addition, skippers with regard for National's insistance on top quality work (the firm refuses to work to a price but insists on guaranteed production at a fair profit) have become almost as familiar with the National yards as with their own living rooms. Many of those who have their ships built in northern yards look to National for the servicing and repair that are essential. This portion of the operation has all the mechanical facilities — cranes, cutting tables, lofts, woodworking department ways—that the new ship construction department uses. And the same men who pioneered National's sub-assembly method of ship construction, by which substantial savings can be made through installation of certain equipment at ground level, turn their talents to any problems that may come up during the revonation periods.

THIS sub-assembly method of new ship construction, incidentally, is a rather fantastic operation to a layman. On the *Carol Virginia*, for example, the two-story sub-assembly weighed nearly 20 tons, and included the deckhouse living quarters, pilothouse and chart room. Installation of gear was complete even to such things as the cabinets, bunks, chart tables, all wiring and electrical

(*Continued on next page*)

Milady

By DOROTHY HARVEY

"CANNED Foods in Human Nutrition," a scientific textbook just issued by the Research Laboratories of the National Canners Association, makes a sizeable contribution to understanding not only of the nutritive values of canned food, but of nutritional science in general and the part it plays in modern life. The results of research on canned foods are set forth clearly; the book presents the background of events in the history of nutritional knowledge and a digest of that knowledge as it exists today. It gives a glimpse also of the agencies that are working to diffuse the benefits of modern nutritional science, seeking thus to raise the levels of human health and happiness the world over. Dietary requirements of man as presently understood are given, in terms both of minimum levels and those recommended for optimum nourishment.

From the wealth of information presented canned foods seem to derive satisfactory credentials for their place in the dietary. The editors express this with sober restraint: "Briefly it may be stated that foods canned commercially by modern methods retain in substantial degree all nutrients characteristic of the respective raw foods." Readers, however, will find much more in the book than a collection of information on canned foods. It is a sound condensation of present-day nutritional science and approved dietary patterns in which canned foods play their own important part.

The book contains chapters on modern nutrition programs, wherein are indicated the scope of research now going on, the manner of its support, and the identity of governmental and private agencies devoted to the promotion of better nutrition and wiser use of food. Among the programs described is that on canned foods begun in 1941 under the sponsorship of the National Canners Association and Can Manufacturers Institute, which has yielded much of the specific information on nutritive values of canned food presented in the book. From it one gains some appreciation of the amount of planning and the number of samples to be collected and put through various laboratory tests before proper estimate can be made of the composition of the various types of foodstuff.

One section of the book sets forth in detail the nutritive factors in canned foods, including the amounts of amino acids, the six principal vitamins (ascorbic acid, vitamin A or provitamin A, vitamin D, thiamine, riboflavin, and niacin) and several other B vitamins of lesser or unconfirmed importance in human nutrition. In each case the physiological role of the nutrient is described and the best sources indicated; in most cases the extent of retention of the nutrient during the canning process is also shown. Numerous graphic charts make possible a ready grasp of the data tabulated.

Also included are tables giving the protein, carbohydrate, fat, and energy content of a long list of canned foods, mineral content, and a translation of the basic results into terms of average servings, the latter being also measured against daily needs. The can sizes commonly sold and the number of servings per can of various canned foods are listed.

Meanwhile, referring to claims that have been made in behalf of the antibiotic "subtilin," Dr. E. J. Cameron, Director of the Washington Laboratory of the National Canners Association, says that unless these claims are proven "the canning industry and the home-canner may be led to a false belief that a new and better method of food preservation is at hand." The National Canners Association has always believed that facts regarding the efficacy and safety of any new food preservation method should be conclusively and scientifically established before public announcements are issued, he stated.

Important!

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•

The government is controlling distribution of zinc. We now have over 70,000 sq. ft. of Metallizing scheduled on the Tuna Clippers for this fall and winter.

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BIG BOOM!

(*Continued from preceding page*)
the sub-assembly was hoisted onto the clipper was placing of toilet and shower facilities.

The advantages of such procedure are explained by Paul Preston thus:

"By installing wiring and furnishings on the ground lecvel, rather than on the ship itself, we realize real economies through time saved. Nearly 600 man hours were saved on the *Carol Virginia.* The ground level procedure also makes it possible to do more 'down welding,' and that's good because it produces a better weld with less strain on the worker."

The yard is completely integrated, with all shops and departments easy of access. The ship designing department is in the administration building, and a loft and pattern department is near the fabricating sections. There's a complete machine shop, extensive woodworking facilities, a hot dip galvanizing plant and an up-to-the-minute foundry.

LAST year *Marine Press* staff writer, Stuart Alton, wrote:

"National Steel and Shipbuilding is keeping pace with the needs of its immediate area, as well as of the entire West, implementing the aim of President Smith to provide lower cost metal products, from the smallest castings to the largest steel building, with special emphasis on ship repair and the construction of welded steel fishing vessels."

As of today, Mr. Alton, you can say that again!

COLUMBUS

(*Continued from page 11*)
they said if the world was round, the people down on the other side of the world would be walking upside down and would fall off the earth. Finally Columbus went to King John and asked him for some ships. Columbus had some maps and charts. King John said for Columbus to lend him the maps and charts to look over. Then King John gave them to another sea captain and told him to go out and see what he could find with them. King John did not tell Columbus about this but kept him waiting and waiting. Finally Columbus found out about this trick so he went to Spain.

He went to King Ferdinand and Queen Isabella. After five more years of waiting, they finally gave him three small ships and named the Nina, Pinta, and Santa Maria. Columbus could not get men to go with him so he had to take some prisoners and riff-raff. He only had eighty-eight men. First they went down to the Canary Islands. Then he set out on the Sea of Darkness. After twenty-one days of traveling, the men began to get afraid, and say they were going to throw him overboard. Finally he had to say that in three days if they did not reach land that he would turn back. He said this though because he knew he was near land. He had already seen twigs and shorebirds.

One morning at two a. m. a man saw a light. On the morning, October 12, 1492, Columbus found land and named it "San Salvador Island" which means Holy Savior. On the way back the Santa Maria stuck on a sand bar. Columbus got all the things off he could. Later they ran into a big storm. Columbus was afraid he would not make it back to Spain to tell of his great discovery so he wrote two papers telling about it. One he put in a water-tight bottle and threw it over board. The other he left on deck.

HE arrived in Spain in January 1493. The King and Queen gave him a big celebration. Again after awhile in Spain he sailed out and this time he had seventeen ships and fifteen hundred men because everyone wanted to go. Again when he returned they gave him a second celebration.

A third time he started out again with not so many ships, and men. But when Columbus got across the sea, some of his enemies wrote to the King that he was making slaves out of the Indians, and overworking them. So the King and Queen sent Bobadilla over as Governor. Bobadilla sent Columbus back in chains. The King and Queen had him put in prison. Finally they let him out to take his fourth voyage but told him to stay away from Bobadilla. This time he only had one ship because he was now poor. Columbus did not stay away and got very sick. He sent someone to Santo Domingo to get help but no one came.

Finally one of his men came and took Columbus back. By himself he died with the feeling of discouragement and many disappointments. He was first buried in Spain. Later he was buried in Santo Domingo in 1542. After two hundred years he was moved to Cuba in 1792. In 1898 he was again dug up and taken back to Spain. We remember Columbus for lots of reasons. If he had not found America, we would not be living here today in this wonderful land. If Columbus were alive today he would be very proud. But he did not even know that his great discovery was America.

—Helen Toothaker
Cabrillo School Sept. 26, 1950
(*Continued on page 20*)

Mac says:

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COLUMBUS

(*Continued from page 18*)

COLUMBUS

I'M sure everyone has heard of Christopher Columbus, and admired im. He was born in 1446 in Genoa. Italy and he died in Seville. Spain in 1506. The people only realized after he died just how wonderful he really was. We wouldn't be living in America now if it wasn't for him. It should have been called Columbia after its discoverer.

At first they wouldn't let him have any ships, but finally he went to Spain and saw King Ferdinand and Queen Isabella; they needed money so they took a chance even though they didn't believe in Columbus. "Give me ships and men and I will bring you back silks and spices," Columbus promised.

The three ships, the Nina, Pinta. and the Santa Maria weren't very good, but Columbus said they would do. The King gave him some slaves and prisoners for a crew. Finally they were on their way. The men were afraid that soon they would come to the end of the earth and just fall into space. They planned to throw Columbus overboard, but then they sighted land. After Columbus made three trips, they put him in chains by mistake. When they finally let him free he was an old man, and he died. I think he died of a broken heart. I also believe the people were ashamed of themselves after they laughed at him and refused to listen to his ideas. Maybe that is why he was considered such a great hero after his death. I'm glad I live now and know how brave and determined Columbus was. For I would have been ashamed too if I had lived in that day and refused to listen.

—Carol Ann Green
Washington Schooi
Sept. 26, 1950.

EBB'N FLOW

(*Continued from page 7*)

gether with repeated observations on the behavior of tuna would be used to develop a modified type of purse seine better suited to these waters than the standard West-Coast model. Although the main objective of the cruise was purse seining, the vessel personnel collected valuable oceanographic data and brought back additional specimens for the tuna reference collection. In addition to the fishing operations, the *Manning* took surface and subsurface temperatures, collected data on the feeding of the tunas caught by trolling, made observations on the development of spawn and other scientific observations to increase our knowledge of the life-history and habits of the tunas in the mid-Pacific area.

HOSPITABLE EDUCATION

Open House:

The National Canners Association held open house last month to show defense planners and other government officials how the canning industry's new headquarters building was geared to carry out emergency programs involving canned foods. The Association, a 43-year-old organization, was a close collaborator with the government in the winning of two world wars, acting for its industry in huge canned foods procurement programs for America and its allies. An estimated 250 guests, with whom the Association staff confers from time to time on mutual government-industry problems, visited the new million-dollar research center which is Washington headquarters for food packers who produce the nation's supply of canned fruits, vegetables, juices, meats, seafoods, and other canned foods. Guests included representatives of the National Security Resources Board, coordinating agency in the nation's current mobilization effort, and the Army Quartermaster Corps, which buys canned foods for all the armed forces. Also represented were the Food and Drug Administration, the Department of Agriculture, and most of the other permanent federal departments and agencies. The National Canners Association was the first national trade association to establish a laboratory solely for its industry's research and technical problems. During World War I, it evolved the "set-aside" plan providing an equitable distribution of canned foods for the Army, and this same plan was adopted and put into use during World War II.

Facilities:

The new N.C.A. headquarters building, just completed a few months ago, contains modern facilities for the canning industry's research laboratories and new facilities and equipment for other specialized activities. These include the development of recipes and consumer information to aid the housewife, programs directed toward constant

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improvement of canning crops, economic and statistical surveys and reports, and the dissemination of information on canned foods to industry, the public, and the government.

INVESTIGATION

Japanese Mother Ship:

M. Shimada returned to the Honolulu laboratory on September 29 following a fifteen week trip with a Japanese mothership operation for tuna in the equatorial Pacific Ocean. The fleet consisted of a 10,600 ton mothership, the *Tenyo Maru* No. 2 and 25 catcher vessels ranging in length from 75 to 110 feet. The mothership was a refrigerator ship ordinarily used in the Antarctic whaling operations. The catcher vessels were Japanese long-line fishing vessels from several Japanese ports. The expedition was an operation of the Taiyo Fishing Company. Each of the fishing vessels ran from 300 to 400 basekts of gear daily, with an average of about 350 baskets. This represents a total main-line length of 65 miles per boat per day with hooks at 150 to 175 foot intervals.

June-August:

The total catch between June 20 and August 31 was about 7,683,401 pounds plus the last catches which went to Japan aboard the fishing vessels and for which no weights are yet available. Of this catch 4,360,728 pounds were yellowfin tuna, 638,947 pounds were big eye tuna, 60,065 pounds were albacore, and in addition there were minor amounts of skipjack and bluefin tuna. Marlins and swordfish totaled 1,702,049 pounds. Sharks which are marketed by the Japanese, amounted to 812,310 pounds. The average catch per 100 hooks per day fished was 3.95 fish of all species (tunas, spearfish, and sharks). First-grade yellowfin and albacore of sizes suitable for export and canning were frozen whole. The remainder was filleted into quarters and pan frozen. The round frozen fish weighed 2,496,307 pounds, and about 2,068,583 pounds of fillets other than sharks were frozen. Exportable by-products consisted mainly of 41,573 pounds of shark liver and 16,945 pounds of tuna liver. Fishing operations were conducted offshore from 140° to 160° longitude and from 1° to 5° north latitude. The fleet moved from west to east in the area, ending the trip near 160° E longitude.

NEW AND DIFFERENT

Eavesdropping:

Something new was added to the sport of deep sea fishing. Instead of hunting for likely spots by rumor and chance and trusting to luck that the bait sinks to "where the fish are," the sportsman now first located the fish "by sound" and then dangled his bait right in front of his snout, so to speak. It sounded spooky but wasn't. It was based upon good sound science, as developed in the "Fathometer," an echo depth sounder originated and produced by the Submarine Signal Diivsion of the Raytheon Manufacturing Company, Waltham, Mass. Captain Warren Frothingham of Newburyport, Mass., skipper of the 36' *Night Prowler* proved it off Boon Island Light, Maine, where he anchored in 190 foot of water and turned on the recording "Fathometer" Jr. (Model 1373) with the high speed chartdrive. After a few moments a strong indication was shown on the chart at 54 feet, much shorter than the lines had been set. The lines were shortened up and almost immediately after that the scream of a reel was heard. Mrs. Frothingham, a well-known New England sportswoman, took the fighting chair and brought a scrappy 295-pound bluefin to gaff in 34 minutes. A careful study of the chart showed that in an hour's time, about 100 indications from tuna below had been recorded. Information as to depths at which they were running was given to other boats in the immediate vicinity, and they too were successful in snaring fish with this guidance. Captain Warren Frothingham maintains that the Submarine Signal "Fathometer" not

(*Continued on next page*)

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Exec

Wayne M. Waller, newly appointed director of the Fish Meal, Oil and By-Products Division of the National Fisheries Institute.

only increases the chances of finding and catching the big tunas by at least 100%, but it adds a new zest to the sport. He predicts that in the very near future, every salt water sportsman will be using a "Fathometer" depth sounder as an essential part of their gear when they go out after the big ones.

ADDITION

New Plant:

Plans for construction of a packing plant at the foot of Twenty-eighth St. were expected to be accelerated late last month with the return from Mexico City of Earl M. Nielsen, president of the newly formed California Tuna Canning Co. Nielsen said it was hoped to call for bids within a few weeks. The plant will have a daily capacity of 160 tons and employ about 300 persons, with a monthly payroll of about $100,000, Nielsen said. It will be on the former Lynch Shipbuilding Co. site. Nielsen headed the High Seas Tuna Packing Co. before resigning to form the new firm. Associated with him are two former High Seas executives, C. H. "Hap" Holliday, who was fleet captain, and William Robinson, production manager.

Suspension:

Meanwhile, temporary suspension of sardine packing operations by Long Beach-San Pedro canneries during the period of the full moon has enabled these plants to handle a small number of strike-bound San Diego tunaboats. Unloading their catches of yellowfin and skipjack at the French Sardine, South

(Continued on page 25)

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 of Pan-American Fisherman, published monthly at San Diego, California, for 1950.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, John T. McInnis, 127 So. Olive, Orange, California; Editor, John Springer, 205 Broadway Pier Blvd., San Diego, Calif.; Business manager, John W. Sutliff, 604 Cedar St., San Diego, California.

2. The owners are: Oscar De Beck, 3827 Bernice Drive, San Diego, Calif.; John Springer, 205 Broadway Pier Bldg., San Diego, Calif.; M. O. Medina, 655 San Elijo Drive, San Diego, Calif.; Joe M. Medina, No. 1 Broadway Pier Bldg., San Diego, Calif.; Cecil W. Drake, 1140 Harbor Drive, San Diego, Calif.; Charles L. Kaufmann, 4021 Lamont Street, Pacific Beach, Calif.; Joaquin A. Medina, 1140 Harbor Drive, San Diego, Calif.; Cosimo A. Cutri, 016 First National Bank Bldg., San Diego, Calif.; Mathew C. Monise, No. 1 Broadway Pier Bldg., San Diego, Calif.; James Ward, Coffee Shop, Broadway Pier Bldg., San Diego, Calif.; Louis De Falco, 1703 India Street, San Diego, Calif.; Horace L. Miller, 305 Broadway Pier Bldg., San Diego, Calif.; Henry Langhorst, 2110 Belt St., San Diego, Calif.; J. Quinn, United Press Assn., Daily News Bldg., Los Angeles, Calif.; Malcolm Donnelly, United Press, San Diego, Calif.; John Cooper, 7231 Hyat, San Diego, Calif.; Albert Wiese, 4238 Swift, San Diego Calif.; Walter Den Herder, 2835 "E" St., San Diego, Calif.; Seymour Francis, 864 "E" St., Coronado, Calif.; Joe Silva, 3144 Byron, San Diego, Calif.; George Soares, 3327 Trumble, San Diego, Calif.; Guy Silva, 1003 W. Brookes, San Diego, Calif.; Joe Gasper, 3222 Lowell, San Diego, Calif.; John T. McInnis, 127 So. Olive, Orange, Calif.; Copp Collins, 203 Hollywood Plaza Hotel, Hollywood, Calif.

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4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affian't full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

JOHN W. SUTLIFF, Manager

Sworn to and subscribed before me this 19th day of September, 1950. Horace L. Miller, Notary Public (Seal) (My commission expires September 19, 1952)

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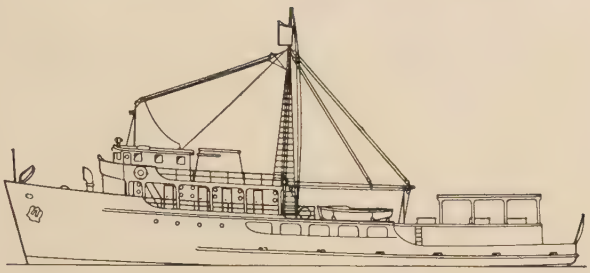

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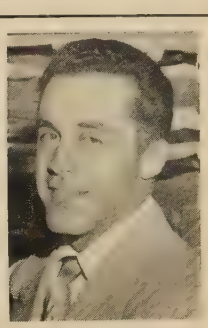

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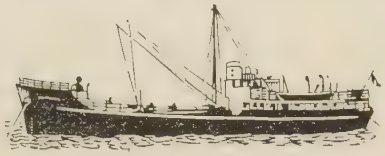

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EBB'N FLOW

(Continued from page 22)

Coast and Southern California Packing Co.'s canneries at the northern ports are the clippers *High Seas, Santa Margarita, Excalibur, Ocean Pride, Supreme* and *Sea Giant.*

Adding to the thousands of tons of seafood in the holds of idle tunaboats here are the cargoes of clippers *Gem of the Sea, Sun Dora, Commander, American Girl, Olympic, Sun Hawk* and *Shamrock,* latest arrivals from the southern fishing banks. Albacore schools are now reported extending along the 35 mile bank from Catalina Island to well below the Coronado islands. The trouble is that there are few canneries to buy the $400 a ton seafood.

VAN CAMP

Appointments and Expansion

Tentative plans for construction of a million-dollar central steam plant as a cooperative project by Fish Harbor seafood canners were disclosed today by the Board of Harbor Commissioners.

F. E. Hagelberg, Controller and Treasurer of Van Camp Sea Food Company, Inc., and N. F. Trutanich, Production Manager of French Sardine Co., have been appointed a committee of two by the canners, according to the Harbor Commissioners, to investigate the possibility of forming a corporation to finance the venture.

Hagelberg recently explained the idea is feasible and would be economically advantageous to all concerned, but he emphasized that plans "have not yet jelled."

"Mr. Trutanich and I have been working on the idea for some time," he said. "Cannery officials with whom we have discussed it have expressed their interest, but no one, at this time, has finally committed himself."

Only member canneries would be supplied with steam by the proposed cor-

(Continued on page 27)

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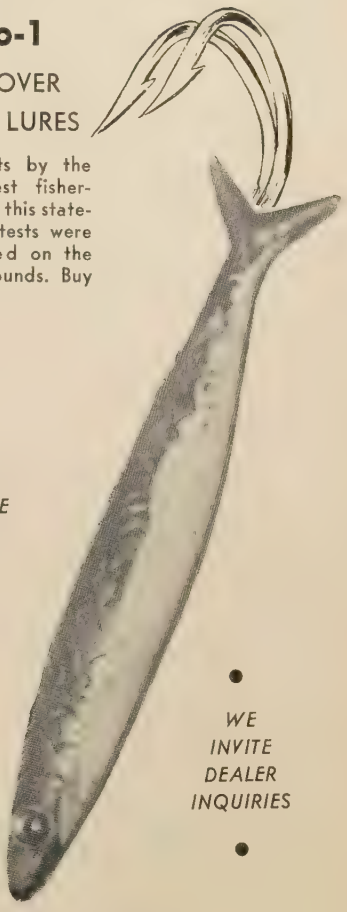

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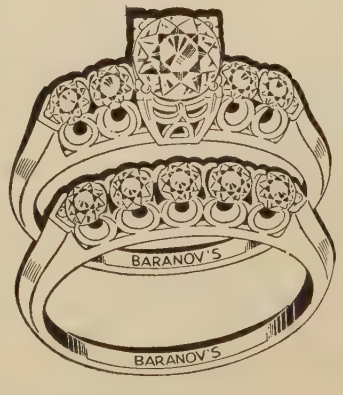

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EBB'N FLOW

(*Continued from page 25*)

poration, Hagelberg said, and they would be billed for the service at a price fixed by a board of directors composed of executives of participating firms.

The "possible" list of these included California Marine Curing & Packing Co., South Coast Fisheries, Inc., French Sardine Co., Van Camp Sea Food Company, Inc., Terminal Island Sea Food o. and Pacific Processing Co.

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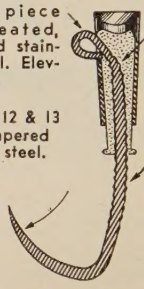
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THAT DUTY PRIVILEGE IS THE RIGHT TO VOTE. TAKE ADVANTAGE OF IT!

Fishermen, in particular, have much at stake in this coming election. That stake is based on the outcome of Proposition No. 1. Proposition No. 1 involves the Personal Property Tax now being levied on commercial fishing vessels, etc. It is an unfair tax; it must be remedied. Vote against it.

Also vote for Proposition D, the school measure on the ballot. It authorizes the sale of bonds to finance the construction of twelve new schools. Addition to nineteen others. If Proposition D does not pass, it may mean half-day class sessions for some 30,000 pupils. Protect your child! Help give him a sound education by voting for Proposition D.

Cosimo Cutri will vote "yes" on the two propositions and urge all who read this message to vote "yes" also.

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